

PLANNING UNIT REPORT
DEPARTMENT OF PLANNING AND DEVELOPMENT
December 29, 2005

**ZONING MAP AMENDMENT, I.D. 02455 TO REZONE 33 SOUTH BROOM STREET
FROM UNRECORDED PUD-SIP TO AMENDED PUD-GDP-SIP:**

1. Requested Action: Approval to rezone property from Unrecorded PUD-SIP to Amended PUD-GDP-SIP for the construction of a 23-unit condominium building as a component of the "Capitol West" development.
2. Applicable Regulations: Section 28.07 provides the framework and guidelines for Planned Unit Development Districts. Section 28.01 provides the process for zoning map amendments.
3. Report Drafted By: Bill Roberts, Planner IV.

GENERAL INFORMATION:

1. Applicant: Capitol West, LLC – The Alexander Company, Inc., 145 East Badger Road, Suite 200, Madison, WI 53713.
2. Status of Applicant: Contract purchaser.
3. Development Schedule: Begin 2006.
4. Parcel Location: Southeast side of West Washington Avenue along the northeast side of South Broom Street, Madison Metropolitan School District, 4th Aldermanic District.
5. Parcel Size: Approximately .32 acre.
6. Existing Zoning: Unrecorded PUD-SIP.
7. Existing Land Use: Vacant land adjacent to the former Physicians Plus UW Health Clinic.
8. Proposed Use: Condominium development.
9. Surrounding Land Use and Zoning (See map): This site is surrounded by a mix of predominantly residential uses, office uses and commercial uses along West Washington Avenue, West Main Street, South Henry Street and Broom Street.
10. Adopted Land Use Plan: The adopted overall Land Use Plan for the City of Madison shows this entire block as SI Special Institutional District. The adopted Bassett Neighborhood Master Plan, January 1997 indicated among the redevelopment recommendations for this block:

Block 51 redevelopment: Redevelopment of the former Methodist Hospital and Jackson Clinic for mixed-use that may include office, residential and retail uses. Possible enclosed walkways to connect uses with the former Jackson Clinic parking ramp. Possible skywalk to connect Block 51 with the Capital Square and Meriter Senior Health Care and Retirement Center on Block 50.

11. Environmental Corridor Status: This property is not located within a mapped environmental corridor.

PUBLIC UTILITIES AND SERVICES:

The full range of urban services are available to the site.

STANDARDS FOR REVIEW:

This project is subject to the Planned Unit Development District standards.

ANALYSIS AND EVALUATION:

This application is for the next component of the Phase 1 development of the "Capitol West" project on the site of the former Meriter Hospital Medical Center-Block 51. The Common Council, at their July 19, 2005 meeting approved the underlying PUD-GDP-SIP for this entire block. As part of that approval, the Common Council granted conceptual approval for this component of the development to be known as the "Broom Street Lofts." This approval provided that the applicant to return to the Urban Design Commission, Plan Commission, and Common Council for review and final approval once specific plans were prepared for the condominium building on this portion of the block.

Existing Site Characteristics

The specific location for this development is along the northeast side of Broom Street at West Washington Avenue adjacent to the former clinic, now office building. This portion of Block 51 is presently a landscaped buffer area adjacent to the former clinic. The approximate size of this building site is about 1/3 acre.

Proposed Development

The application before the Plan Commission and Common Council at this time is to approve an amendment to the PUD-GDP-SIP that provides additional final design detail for the development of the proposed condominiums at this location. This proposed building is actually the final component of the Phase 1 portion of the overall Capitol West development. The proposal submitted for City staff review is for a 23-unit, 4-story condominium building. The size of the proposed units will range from 475 square feet up to 1,230 square feet, with a mix of one and two-bedroom units. There will be ten 1-bedroom market-rate units, eleven 2-bedroom market-rate units, one 2-bedroom inclusionary zoning unit, and one 1-bedroom inclusionary zoning unit. A total of 30 off-street parking spaces to serve the condominium units will be designated in the existing Main Street parking ramp.

The development of 23 condominium units on this 1/3 acre site results in an overall residential density of about 70 dwelling units per acre. As noted above, this component of Block 51 was approved as part of the overall PUD-GDP-SIP for the Capitol West project. The understanding was that once detailed plans were prepared for this component of Phase 1 that a formal amendment to the PUD-GDP-SIP would be required and require full City review.

Off-Street Parking Facilities

As noted above, it is the developer's intent to provide 30 off-street parking stalls for this development in the adjacent existing former clinic and hospital parking ramp. Access to this parking ramp will continue to be from West Main Street.

Demolition of Buildings

There are no proposed demolition of structures required for this condominium building. The demolition of nearby buildings on this block have already been approved.

Consistency With Adopted Plans

The reuse of this entire block for the elements noted is generally consistent with the recommendations in the Bassett Neighborhood Master Plan of 1997. Earlier land use plans and neighborhood plans anticipated the continued use of this block as a medical facility. All of that changed upon the merger of Methodist Hospital, Jackson Clinic, Madison General Hospital, Physicians Plus and UW Health Clinic. The Bassett Neighborhood Plan did not provide detailed design recommendations for this site.

Planned Unit Development Standards

Section 28.07(6) of the Zoning Code includes the following provisions regarding Planned Unit Developments:

The Zoning Code Sec. 28.07(6) includes the following provisions regarding Planned Unit Developments:

- (a) Statement of Purpose. The Planned Unit Development District is established to provide a voluntary regulatory framework designed to encourage and promote improved environmental and aesthetic design in the City of Madison by allowing for greater freedom, imagination and flexibility in the development of land while insuring substantial compliance to the basic intent of the zoning code and the general plan for community development. To this intent, it allows diversification and variation in the bulk and relationship of uses, structures and spaces in developments conceived as comprehensive and cohesive unified plans and projects. It is further intended to encourage developments consistent with coordinated area site planning.
- (f) Criteria for Approval. As a basis for determining the acceptability of a Planned Unit Development District application, the following criteria shall be applied with specific consideration as to whether or not it is consistent with the spirit and intent of this ordinance and has the potential for producing significant community benefits in terms of environmental and aesthetic design. For Planned Unit Development Districts with Residential Components in Downtown Design Zones, the Design Criteria adopted by the Common Council shall be used as guidelines for determining whether the following criteria are met.

1. Character and Intensity of Land Use. In a Planned Unit Development District, the uses and their intensity, appearance and arrangement shall be of a visual and operational character which:
 - a. Are compatible with the physical nature of the site or area.
 - b. Would produce an attractive environment of sustained aesthetic desirability, economic stability and functional practicality compatible with the general development plan.
 - c. Would not adversely affect the anticipated provision for school or other municipal service unless jointly resolved.
 - d. Would not create a traffic or parking demand incompatible with the existing or proposed facilities to serve it unless jointly resolved. A traffic demand management plan and participation in a transportation management association may provide a basis for addressing traffic and parking demand concerns.
2. Economic Impact. Planned Unit Development District shall not adversely affect the economic prosperity of the City or the area of the City where the Planned Unit Development is proposed including the cost of providing municipal services.
3. Preservation and Maintenance of Open Space. In a Planned Unit Development District, adequate provision for the improvement and continuing preservation and maintenance of attractive open space shall be made.
4. Implementation Schedule. A Planned Unit Development District shall include suitable assurances that each phase could be completed in a manner which would not result in an adverse effect upon the community as a result of termination at that point.

It is staff's belief that this more detailed PUD-GDP-SIP can comply with the Planned Unit Development standards contained in the ordinance.

Inclusionary Dwelling Unit Plan

The applicant has provided information that two of the units in this development will be designated as IZ dwelling units. The designation of the two units in this 23-unit proposal is consistent with the overall conceptual inclusionary dwelling unit plan provided and approved as part of the overall GDP-SIP (see attached comments from CDBG staff). The inclusionary dwelling unit components of this entire development are linked with the Tax Increment Financing assistance, which is part of a larger agreement negotiated between the developer and the City's TIF team.

Broom Street Building Setback

At the time of the approval of the underlying PUD-GDP-SIP, there was considerable discussion about the potential setback for this new building along the Broom Street. The Urban Design Commission, Plan Commission and Common Council, agreed that a 13-foot Broom Street right-of-way reservation would be established in this block and the adjoining blocks along the northeast side of South Broom Street. Resolution I.D. 02190 was introduced by the City Engineer that provided for a change on the official map which would add this proposed public street reservation of 13-feet. This resolution is expected to be approved by the Common Council at their January 3, 2006 meeting. This resolution follows an approved substitute resolution I.D.

01509 that formally established as official City policy the need to provide a 13-foot setback along the northeast side of Broom Street from Wilson Street through State Street.

The specific building proposal submitted for staff review for this development show a number of balconies that will encroach up to four feet up to the established 13-foot Broom Street setback. The neighborhood, at the suggestion of the District Alderperson, formed a steering committee that has been meeting with the developer throughout the fall of 2005. The most significant issue being discussed has been the proposed encroachment of the balconies into the Broom Street setback. As a result of the meetings between the neighborhood and the applicant, a revised plan was submitted to the Urban Design Commission. It was reported to the Urban Design Commission that there was an agreement between the applicant, the Capitol West Steering Committee, the Bassett District, Capitol Neighborhoods, Inc. relative to the projection of the proposed balconies. The agreement as presented to the Urban Design Commission included the following:

1. The developer agreed to remove the mezzanine (fifth story).
2. The developer agreed that the proposed balconies on the West Washington Avenue elevation would not extend across the existing property line.
3. That two of the five total "balcony stacks" along the Broom Street elevation would not encroach into the 13-foot setback.
4. Three remaining "balcony stacks" along the Broom Street elevation would encroach 4-feet within the 13-foot setback.

There were several other minor points that were approved by the Urban Design Commission. The Urban Design Commission, at their November 16, 2005 meeting granted final approval of the revised building plans with the changes noted above (see attached report).

CONCLUSION:

The Planning Unit's evaluation of this application concludes that it is consistent with the underlying previously approved PUD-GDP and SIP. Staff feels that the agreement reached between the neighborhood and the developer, regarding the building's balconies as approved by the Urban Design Commission, is acceptable to Planning Unit staff. Staff feels that the ordinance standards can be met.

RECOMMENDATIONS:

Subject to the input at the public hearing, the comments from the reviewing departments and the Urban Design Commission's recommendation, Planning Unit staff recommends that the Plan Commission forward this zoning map amendment to the Common Council with a favorable recommendation, subject to the following:

1. All applicable conditions of approval of the December 14, 2004 Common Council approval are required unless specifically amended by the Plan Commission.
2. The final Inclusionary Dwelling Unit Plan (IDUP) shall be approved and signed off by CDBG staff and Community and Economic Development staff consistent with the provisions of the Tax Increment Financing for this development.

AGENDA # 3

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: November 16, 2005

TITLE: 33 South Broom Street – PUD(SIP),
Twenty-Three Unit Condominium
Component of “Capitol West.”

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: November 16, 2005

ID NUMBER:

Members present were: Paul Wagner, Chair; Lou Host-Jablonski, Lisa Geer, Robert March, Ald. Noel Radomski, Todd Barnett, Michael Barrett, and Cathleen Feland

SUMMARY:

At its meeting of November 16, 2005, the Urban Design Commission **GRANTED FINAL APPROVAL** of a PUD(SIP). Appearing on behalf of the project were Thomas Miller, Attorney Bill White, Ed Freer, Rosemary Lee, Stefanie Moritz, Michael May and Nathan Novak. The project architect spoke on the encroachment issue and agreement with the Capitol West Steering Committee, Bassett District, Capitol Neighborhoods, Inc., relevant to the encroachment of proposed balconies within the 13-foot Broom Street setback and the fifth-story mezzanine proposed for atop the four-story structure. The agreement between the neighborhood and the developer provides that the fifth-story mezzanine is to be removed, that proposed balconies along the West Washington Avenue elevation of the structure will not extend across the property line, and that two of the five balcony stacks along the Broom Street elevation would not encroach into the 13-foot setback (01 and 04 units) with the three remaining balcony stacks along the Broom Street elevation allowed to encroach four feet within the 13-foot setback (02, 03, and 05 units). A presentation of the pallet of building materials and colors was provided, as well as an overview of the site plan and elevation details. Following the presentation, as well as comments by various speakers in favor of the project’s achieved compromise, the Commission expressed concerns on the following:

- Issue with existing adjoining parking structures’ aggressive lighting levels negatively impacting this new residential development. Existing lighting fixtures within the ramp should be replaced with fully shielded fixtures. The applicant noted they will try to pursue the issue with Meriter, who will maintain its use of the ramp until 2012.
- It was noted that the loss of rooftop terraces from the fifth-floor mezzanine level and extended balconies reflected a negative loss of amenities affecting the overall design aesthetic.
- The project, as currently proposed, is a lost opportunity to mitigate an urban heat island affect with the loss of the green rooftop terrace.
- Concerns were raised with exposed HVAC pipes on roofs and sides of the building. The applicant noted that they will be screened with attempts made to prevent any wall intrusions.

ACTION:

On a motion by March, seconded by Host-Jablonski, the Urban Design Commission **GRANTED FINAL APPROVAL**. The motion was passed on a vote of (8-0). The motion required that architectural grilles for the "magic pack" units be provided with a light colored roof to reflect the heat and the parapet to be same materials on its face as well as its back face.

After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall ratings for this project are 7, 8, 7, 7, 7, and 8.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 33 South Broom Street

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	8	7	8	-	-	7	7	7
	6	8	8	7	-	-	9	8
	7	8	7	7	-	7	8	7
	7	7	7	7	-	7	8	7
	6	8	7	7	-	6	7	7
	9	8	8	8	-	7	8	8

General Comments:

- Project reduced from an “A” to “B” with deletion of mezzanine and “unusable” balconies. Great material mix!
- Excellent use of a difficult site – handsome building.
- Professional ongoing maintenance for the cedar, EIFS and landscape is an important element for approval and needs to be ensured. Very attractive details and lights.
- Major missed opportunity to reduce the urban heat island effect with the loss of mezzanine’s rooftop garden and balconies.
- Thanks for cooperating with the neighborhood.
- Shrinking balconies is unfortunate. Penthouses would have been great.



Traffic Engineering Division

David C. Dryer, City Traffic Engineer

Madison Municipal Building
215 Martin Luther King, Jr. Boulevard
P.O. Box 2986
Madison, Wisconsin 53701-2986
PH 608/266-4761
TTY 608/267-9623
FAX 608/267-1158

December 28, 2005

DRAFT

TO: Plan Commission

FROM: David C. Dryer, P.E., City Traffic Engineer

SUBJECT: **33 South Broom Street – Rezoning – Unrecorded PUD (SIP) to Amended PUD (GDP-SIP) – 23 Condominium Units**

The City Traffic Engineering Division has reviewed the subject development and has the following comments.

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. The approval of this facility does not include the approval of the as proposed improvements in the street right-of-way. The applicant should remove all proposed improvements or conditions in the right-of-way on the site plan sheets or note: "All right-of-way improvements require separate approval by the Board of Public Works and Common Council for the public right-of-way changes to be requested by the developer."
2. The applicant shall remove, replace, and adjust street light poles adjacent to this project. The applicant shall install underground street lighting and communication conduit on Broom St. adjacent to this project. The applicant shall pay a deposit for the estimated costs to the City for time and materials associated with the above work.

GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

3. The Developer shall post a deposit and reimburse the City for all costs associated with any modifications to Traffic Signals, Street Lighting, Signing and Pavement Marking, and conduit and handholes, including labor, engineering and materials for both temporary and permanent installations.
4. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

Please contact John Leach, City Traffic Engineering at 267-8755 if you have questions regarding the above items:

Contact Person: Thomas Miller
Fax: 608-258-5599
Email: tcm@alexandercompany.com

DCD:DJM:dm



Department of Public Works
City Engineering Division

JAN 03 2006

608 266 4751

Larry D. Nelson, P.E.
City Engineer

City-County Building, Room 115
210 Martin Luther King, Jr. Boulevard
Madison, Wisconsin 53703
608 264 9275 FAX
608 267 8677 TDD

Deputy City Engineer
Robert F. Phillips, P.E.

Principal Engineers
Michael R. Dalley, P.E.
Christina M. Bachmann, P.E.
John S. Fahrney, P.E.
David L. Benzschawel, P.E.
Gregory T. Fries, P.E.

Operations Supervisor
Kathleen M. Cryan

Hydrogeologist
Joseph L. DeMorett, P.G.

GIS Manager
David A. Davis, R.L.S.

DATE: December 29, 2005

TO: Plan Commission

FROM: Larry D. Nelson, P.E., City Engineer

SUBJECT: 33 South Broom Street (15 S. Broom Street) PUD (GDP/SIP)

The City Engineering Division has reviewed the subject development and has the following comments.

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

- | |
|--|
| <ol style="list-style-type: none"> 33 South Broom Street is not an approved address. The situs is 15 South Broom Street. Five (5) 8" sanitary laterals in 18" steel casing pipes seems excessive. Manholes would be required for each connection to the City sewer main. If laterals serve existing buildings or buildings other than proposed condos, an ownership agreement must be provided. Prior to approval, provide more detail and explanation to City Engineer. |
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GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

Engineering Division Review of Planned Community Developments, Planned Unit Developments and Conditional Use Applications.

Name: 33 South Broom Street (15 S. Broom Street) PUD (GDP/SIP)

General

- 1.1 The construction of this building will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City / Developer agreement for the improvements required for this development. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. The developer shall sign the Developer's Acknowledgement prior to the City Engineer signing off on this project.
- 1.2 The site plan shall identify lot and block numbers of recorded Certified Survey Map or Plat.
- 1.3 The site plan shall include all lot/ownership lines, existing building locations, proposed building additions, demolitions, parking stalls, driveways, sidewalks (public and/or private), existing and proposed signage, existing and proposed utility locations and landscaping.
- 1.4 The site plan shall identify the difference between existing and proposed impervious areas.
- 1.5 The site plan shall reflect a proper street address of the property as reflected by official City of Madison Assessor's



and Engineering Division records.

- 1.6 The site plan shall include a full and complete legal description of the site or property being subjected to this application.

Right of Way / Easements

- 2.1 The Applicant shall Dedicate a _____ foot wide strip of Right of Way along _____.
- 2.2 The Applicant shall Dedicate a _____ foot wide strip of Right of Way along _____.
- 2.3 The Applicant shall Dedicate a Permanent Limited Easement for grading and sloping _____ feet wide along _____.
- 2.4 The City Engineer has reviewed the need for pedestrian and bicycle connections through the development and finds that no connections are required.
- 2.5 The Applicant shall Dedicate a Permanent Limited Easement for a pedestrian / bicycle easement _____ feet wide from _____ to _____.
- 2.6 The Developer shall provide a private easement for public pedestrian and bicycle use through the property running from _____ to _____.
- 2.7 The developer shall be responsible for the ongoing construction and maintenance of a path within the easement. The maintenance responsibilities shall include, but not be limited to, paving, repaving, repairing, marking and plowing. The developer shall work with the City of Madison Real Estate Staff to administer this easement. Applicable fees shall apply.

Streets and Sidewalks

- 3.1 The Applicant shall execute a waiver of notice and hearing on the assessments for the improvement of [roadway] _____ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.2 **Value of sidewalk installation over \$5000.** The Applicant shall Construct Sidewalk to a plan approved by the City Engineer along _____.
- 3.3 **Value of sidewalk installation under \$5000.** The Applicant shall install public sidewalk along _____. The Applicant shall obtain a Street Excavation Permit for the sidewalk work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. All work must be completed within six months or the succeeding June 1, whichever is later.
- 3.4 The Applicant shall execute a waiver of their right to notice and hearings on the assessments for the installation of sidewalk along [roadway] _____ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.5 The Applicant shall grade the property line along _____ to a grade established by the City Engineer. The grading shall be suitable to allow the installation of sidewalk in the future without the need to grade beyond the property line. The Applicant shall obtain a Street Excavation permit prior to the City Engineer signing off on this development.
- 3.6 The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass.
- 3.7 **Value of the restoration work less than \$5,000. When computing the value, do not include a cost for driveways. Do not include the restoration required to facilitate a utility lateral installation.** The Applicant's project requires the minor restoration of the street and sidewalk. The Applicant shall obtain a Street Excavation Permit for the street restoration work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees.
- 3.8 The Applicant shall make improvements to _____ in order to facilitate ingress and egress to the development. The improvement shall include a (Describe what the work involves or strike this part of the comment.) _____.
- 3.9 The Applicant shall make improvements to _____. The improvements shall consist of _____.
- 3.10 The approval of this Conditional Use does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester.
- 3.11 The Applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street. The Applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The Applicant shall provide the City Engineer the proposed grade of the building entrances. The City

Engineer shall approve the grade of the entrances prior to signing off on this development.

- 3.12 The Applicant shall replace all sidewalk and curb and gutter which abuts the property which is damaged by the construction or any sidewalk and curb and gutter which the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction.
- 3.13 The Applicant shall obtain a privilege in streets agreement for any encroachments inside the public right of way. The approval of this development does not constitute or guarantee approval of the encroachments.
- 3.14 The Applicant shall provide the City Engineer with the proposed soil retention system to accommodate the restoration. The soil retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system.
- 3.15 The Applicant shall complete work on exposed aggregate sidewalk in accordance with specifications provided by the city. The stone used for the exposed aggregate shall be approved by the City. The Construction Engineer shall be notified prior to beginning construction. Any work that does not match the adjacent work or which the City Construction Engineer finds is unacceptable shall be removed and replaced.
- 3.16 All work in the public right-of-way shall be performed by a City licensed contractor.

Storm Water Management

- 4.1 The site plans shall be revised to show the location of all rain gutter down spout discharges.
- 4.2 Storm sewer to serve this development has been designed and constructed. The site plans shall be revised to identify the location of this storm sewer and to show connection of an internal drainage system to the existing public storm sewer.
- 4.3 The plan set shall be revised to show a proposed private internal drainage system on the site. This information shall include the depths and locations of structures and the type of pipe to be used.
- 4.5 The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.
- 4.6 The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.
- 4.7 The City of Madison is an approved agent of the Department of Commerce. This proposal contains a commercial building and as such, the City of Madison is authorized to review infiltration, stormwater management, and erosion control on behalf of the Department of Commerce. No separate submittal to Commerce or the WDNR is required.
- 4.8 This development includes multiple building permits within a single lot. The City Engineer and/or the Director of the Inspection Unit may require individual control plans and measures for each building.
- 4.9 If the lots within this site plan are inter-dependent upon one another for stormwater runoff conveyance, and/or a private drainage system exists for the entire site an agreement shall be provided for the rights and responsibilities of all lot owners. Said agreement shall be reviewed and placed on file by the City Engineer, referenced on the site plan and recorded at the Dane Co Register of Deeds.
- 4.10 Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to:
 - Detain the 2 & 10-year storm events.
 - Detain the 2, 10, & 100-year storm events.
 - Control 40% TSS (20 micron particle).
 - Control 80% TSS (5 micron particle).
 - Provide infiltration in accordance with NR-151.
 - Provide substantial thermal control.
 - Provide oil & grease control from the first 1/2" of runoff from parking areas.

Stormwater management plans shall be submitted and approved by City Engineering prior to signoff.

- 4.11 The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to provide information off the site to fully meet this requirement.
- 4.12 A portion of this project comes under the jurisdiction of the US Army Corp of Engineers and WDNR for wetland or flood plain issues. A permit for those matters shall be required prior to construction on any of the lots currently within the jurisdictional flood plain.
- 4.13 The Applicant shall submit, prior to plan sign-off, digital CAD files to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital copies shall be to scale and represent final construction.

CAD submittals can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or

Universal (dxf) formats and contain the following data, each on a separate layer name/level number:

- a) Building Footprints
- b) Internal Walkway Areas
- c) Internal Site Parking Areas
- d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)
- e) Right-of-Way lines (public and private)
- f) Lot lines
- g) Lot numbers
- h) Lot/Plat dimensions
- i) Street names

NOTE: Email file transmissions preferred izenchenko@cityofmadison.com . Include the site address in this transmittal.

- 4.14 NR-151 of the Wisconsin Administrative Code will be effective on October 1, 2004. Future phases of this project shall comply with NR 151 in effect when work commences. Specifically, any phases not covered by a Notice of Intent (NOI) received from the WDNR under NR-216 prior to October 1, 2004 shall be responsible for compliance with all requirements of NR-151 Subchapter III. As most of the requirements of NR-151 are currently implemented in Chapter 37 of the Madison General Ordinances, the most significant additional requirement shall be that of infiltration.

NR-151 requires infiltration in accord with the following criteria. For the type of development, the site shall comply with one of the three (3) options provided below:

Residential developments shall infiltrate 90% of the predevelopment infiltration amount, 25% of the runoff from the 2-year post development storm or dedicated a maximum of 1% of the site area to active infiltration practices.

Commercial development shall infiltrate 60% of the predevelopment infiltration amount, 10% of the runoff from the 2-year post development storm or dedicate a maximum of 2% of the site area to active infiltration practices.

Utilities General

- 5.1 The Applicant shall obtain a Street Excavation permit for the installation of utilities required to serve this project. The Applicant shall pay the permit fee, inspection fee and street degradation fee as applicable and shall comply with all the conditions of the permit.
- 5.2 The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work.
- 5.3 All proposed and existing utilities including gas, electric, phone, steam, chilled water, etc shall be shown on the plan.
- 5.4 The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction.
- 5.5 The site plans shall be revised to show the location of existing utilities, including depth, type, and size in the adjacent right-of-way.
- 5.6 The developer shall provide information on how the Department of Commerce's requirements regarding treatment of storm water runoff, from parking structures, shall satisfied prior to discharge to the public sewer system. Additionally, information shall be provided on which system (storm or sanitary) the pipe shall be connected to.

Sanitary Sewer

- 6.1 Prior to approval of the conditional use application, the owner shall obtain a permit to plug each existing sanitary sewer lateral that serves a building that is proposed for demolition. For each lateral to be plugged the owner shall deposit \$1,000 with the City Engineer in two separate checks in the following amounts: (1). \$100 non-refundable deposit for the cost of inspection of the plugging by City staff; and (2). \$900 for the cost of City crews to perform the plugging. If the owner elects to complete the plugging of a lateral by private contractor and the plugging is inspected and approved by the City Engineer, the \$900 fee shall be refunded to the owner.
- 6.2 All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior to connection to the public sewerage system.
- 6.3 Each unit of a duplex building shall be served by a separate and independent sanitary sewer lateral.
- 6.4 The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size and alignment of the proposed service.



CITY OF MADISON FIRE DEPARTMENT

Fire Prevention Division

325 W. Johnson St., Madison, WI 53703-2295

Phone: 608-266-4484 • FAX: 608-267-1153

DATE: December 20, 2005
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: **33 S. Broom St.**

The City of Madison Fire Department (MFD) has reviewed the subject development and has the following comments:

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows: Provide an aerial apparatus access fire lane that is at least 26-feet wide, with the near edge of the fire lane within 30-feet of the structure, and parallel to one entire side of the structure, and include on 8' street parking in distance fire lane to building.

GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

2. Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows:
 - a. Provide a completed MFD "Fire Apparatus Access and Fire Hydrant Worksheet" with the site plan submittal.
 - b. The site plans shall clearly identify the location of all fire lanes.

Please contact John Lippitt, MFD Fire Protection Engineer, at 608-261-9658 if you have questions regarding the above items.

cc: John Lippitt



Madison Metro Transit System



1101 East Washington Avenue
Madison, Wisconsin 53703
Administrative Office: 608 266 4904
Fax: 608 267 8778

December 15, 2005

TO: Plan Commission
FROM: Timothy Sobota, Transit Planner, Metro Transit
SUBJECT: **33 South Broom Street – Rezoning – Broom Street Lofts**

Metro Transit has reviewed the subject development and has the following comments.

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. The applicant shall install and maintain a concrete passenger boarding pad on the east side of South Broom Street, approximately five feet south of the sidewalk and curb ramp on West Washington Avenue (#0965). The concrete pad shall occupy the full distance of the terrace, measure a minimum of 6 feet in width parallel to the street, and lie flush between the sidewalk and the top of curb.
2. The applicant shall install and maintain a passenger waiting shelter with bench seating and a trash receptacle on top of a concrete pad or other suitable surface on the east side of Broom Street south of West Washington Avenue, in an area adjacent the concrete passenger boarding pad described above. If installed on City right-of-way between the curb and sidewalk, the amenities may not obstruct a six-foot zone of concrete pad between the curb and sidewalk on the north end, nearest the crosswalk.

Metro Transit initiated this comment during a pre-submission meeting with the applicant, and presented this condition as part of the application for the rezoning of 309 West Washington Avenue. The current landscape plan submitted by the applicant shows just a bench with trash receptacle on City right-of-way between the curb and sidewalk. The current landscape plan further shows the bench and trash receptacle blocking the access zone requirement.

3. Such passenger amenity requests are typically fulfilled with the applicant installing the items on private property behind the sidewalk. It is Metro Transit's recommendation that the applicant continue to review the potential of placing the amenities outlined above on private property. **Placement of privately installed and maintained property on City right-of-way will require the review and approval of additional City agencies, including City Real Estate and City Engineering, prior to Metro Transit giving final approval to the plans.**
4. The developer shall include this concrete passenger boarding pad, shelter with bench, and trash receptacle on the final documents filed with their permit application so that Metro Transit may review and approve the design.

GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

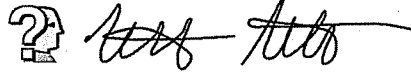
5. Metro Transit operates transit service along West Washington Avenue and Broom Street seven days a week. Metro bus stop #0965 is on the east side of Broom Street, south of West Washington Avenue.

December 15, 2005

Page 2

6. The PUD/SIP submitted with this rezoning, and dated October 26 2005, does show the placement of a "new bus shelter" at the bus stop identified above. However, it does point to placing it in the City right-of-way.

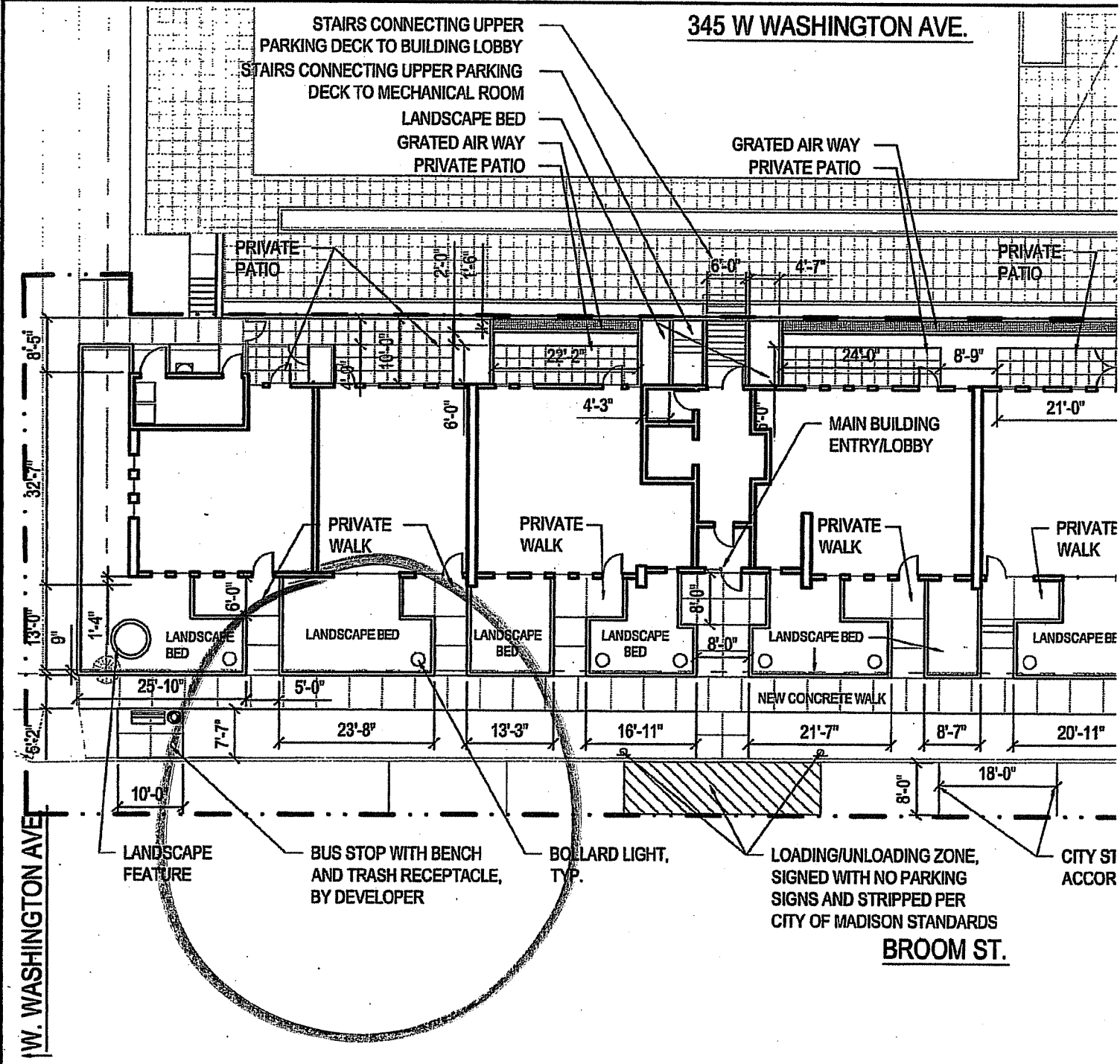
Please contact Tim Sobota, Metro Transit at 261-4289
or by email at <tsobota@cityofmadison.com>
if you have questions regarding the above items.



Digitally signed
by Tim Sobota
Date: 2005.12.15
14:47:03 -06'00'

CC: Project contact person, Thomas Miller: <tcml@alexandercompany.com> (email)
City Real Estate, Jerry Lund: <jlund@cityofmadison.com> (email)
City Engineering, Eric Pederson <epederson@cityofmadison.com> (email)

Atch. Portion of submission page C 102 "Layout Plan" [10/26/2005]



NOTE:

1. ALL ENTRANCE WALKS AND PRIVATE PATIOS SHALL BE CONCRETE PAVEMENT.
2. NOTE: ALL PRIVATE PATIO SPACES ALONG THE REAR OF BUILDING WILL BE FENCED AND GATED

I:\1499-591-BRR-1\BRR.dwg USE:impend DATE:04.29.2009 TIME: 03:49 pm

**CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE**

Date: December 30, 2005

To: Plan Commission

From: Kathy Voeck, Assistant Zoning Administrator

Subject: 33 S Broom St., Rezoning (aka 15 S Broom St., Broom Street Lofts)

Present Zoning District: Unrecorded PUD(SIP)

Proposed Use: 23 Condominium units

Proposed Zoning District: Amended PUD(SIP)

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project). **NONE.**

GENERAL OR STANDARD REVIEW COMMENTS

1. Obtain sign-off approval of the 309 W. Washington Ave GDP and the Phase I SIP. Submit documents for recording prior to staff sign off on this phase of the development.
2. The site plans do not appear to be at the scale the key designates. The plans shall be to scale.
3. Show the driveway access to the loading area on the plan. The plan does not show a curb cut nor does it show the type of surface of the loading area or access to it.
4. Clearly show the property line on the site plan with dimensions from the structure to the property lines.
5. The fourth floor plan shall show a line of the limits of the floor above.
6. Provide 23 bike parking stalls in a safe and convenient location on an impervious surface to be shown on the final plan. The lockable enclosed lockers or racks or equivalent structures in or upon which the bicycle may be locked by the user shall be securely anchored to the ground or building to prevent the lockers or racks from being removed from the location. NOTE: A bike-parking stall is two feet by six feet with a five-foot access area. Structures that require a user-supplied locking device shall be designed to accommodate U-shaped locking devices.

ZONING CRITERIA

Bulk Requirements	Required	Proposed
Lot Area	12, 150 sq. ft.	13,913 sq. ft.
Lot width	50'	existing
Usable open space	2,450 sq. ft.	adequate
Front yard	20'	(4) *
Side yards	13'	(4) *
Rear yard	30'	(4)
Floor area ratio	2.0	1.96 sq. ft.
Building height	187.2' city datum	74' city datum/ 5 stories

Site Design	Required	Proposed
Number parking stalls	0 (central business district)	(accommodated in adjacent parking structure)
Accessible stalls	Per state code	(acc. in adj. parking structure)
Loading	1 (10' x 35') area	provided
Number bike parking stalls	23	(6)
Landscaping	As shown	adequate
Lighting	n/a	n/a

Other Critical Zoning Items	
Urban Design	Yes
Historic District	No
Landmark building	No
Flood plain	No
Utility easements	No
Water front development	No
Adjacent to park	No
Barrier free (ILHR 69)	Yes

With the above conditions, the proposed project **does** comply with all of the above requirements.

* Since this project is being rezoned to the **(PUD)** district, and there are no predetermined bulk requirements, we are reviewing it based on the criteria for the R-6 district, because of the surrounding land uses.



**City of Madison
Planning Unit**

Legislative File ID **01509**

original
version
print

Type: **Resolution** Status: **Passed**
 Title: **SUBSTITUTE - Establishing a setback along the Broom Street corridor and directing staff to prepare the necessary documents to officially map the corridor.**
 Introduced: **6/22/2005** Version: **2**
 Final Action: **8/2/2005** Contact: **Bradley J. Murphy, Planning Unit Director**
 Enactment Date: **8/4/2005** EnactmentNumber: **RES-05-00683**
 Name: **Establishing a setback along the Broom Street corridor and directing staff to prepare the necessary documents to officially map the corridor.**
 Requester: **PLAN COMMISSION**
 Sponsors: **Mayor Cieslewicz, Michael E. Verveer, Kenneth Golden**
 Attachments: **Legislative File Text
01509 registration statements.pdf**

Next Meeting:

Legislative History

Date	Acting Body	Action Taken	Motion
6/21/2005	COMMON COUNCIL	Additional referral(s): Long Range Transportation Planning Commission	
6/21/2005	Planning Unit	Fiscal Note Required / Approval to the Comptroller's Office/Approval Group Completed on 6/22/2005	
6/21/2005	Comptroller's Office/Approval Group	Approved Fiscal Note By The Comptroller's Office to the Planning Unit Completed on 11/15/2005	
6/21/2005	Planning Unit	Refer for Introduction	
6/22/2005	PLAN COMMISSION	Refer to the LONG RANGE TRANSPORTATION PLANNING COMMISSION Completed on 7/21/2005	
7/21/2005	LONG RANGE TRANSPORTATION PLANNING COMMISSION	Return to Lead with the Recommendation for Approval PLAN COMMISSION Completed on 8/1/2005	
8/1/2005	PLAN COMMISSION	RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER	Pass
		<i>Notes: A motion by Forster-Rothbart, seconded by Ald. Konkel recommended adoption with the following amendments: 1. To recommend adoption of the resolution with a 13-foot setback only; and 2. To add a BE IT FINALLY RESOLVED clause "that the Common Council request that the Alexander Company seek a variance for exception from the Building Code Fire Code Licensing Appeals Board that will allow the townhouses to be shifted back 2 feet from a 13-foot setback without changing the building design or requiring additional modification to the parking structure. On a motion by Boll, seconded by Davis, the Commission separated the amendments and then voted against inclusion of the second amendment on the following vote: voting for the motion to include the amendment Konkel, Ohm, Lanier; voting against the motion to include the amendment Boll, Foster-Rothbart, Cnare and Davis. Present but not voting Bowser. The final recommendation of the Plan Commission was for adoption of the resolution with a 13-foot setback only.</i>	
8/2/2005	COMMON COUNCIL	Adopt	Pass
8/2/2005	COMMON COUNCIL	Adopt As Substituted	Fail (8:9)
		<i>Notes: 4 Registrant(s) in support wishing to speak; 3 Registrant(s) in support not wishing to speak.</i>	

Notes: with the following amendment: "BE IT FINALLY RESOLVED, that the Common Council requests that the Alexander

Company seek a variance or exception from the Building Code, Fire Code, & Licensing Appeals Board that will allow the townhouses to be shifted back two feet from the 13 foot setback without changing the building design or requiring additional modification to the parking structure."

Last Updated On: 8/19/2005 2:50:41 PM

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City of Madison

Legislative File Number 01509 (version 2)

Title

SUBSTITUTE - Establishing a setback along the Broom Street corridor and directing staff to prepare the necessary documents to officially map the corridor.

Body

Preamble

In the late 1960s and early 1970s, the City prepared an Isthmus Area Traffic Redirection Study which evaluated alternatives to more efficiently move traffic into and out of downtown Madison. To minimize traffic on Bassett Street, Broom Street was identified for possible expansion and conversion to a four lane, two-way arterial street. The expansion of Broom Street would allow Bassett Street to be converted back to a two lane, two-way street. Since the early 1970s, the City has been requiring redevelopment projects to provide an approximately 30-foot setback along the northeast side of Broom Street to accommodate a possible roadway expansion.

The first Bassett Neighborhood Plan approved by the Common Council in 1976 suggested that Broom Street traffic be converted to a two-way street. The 1997 Bassett Neighborhood Master Plan had among its transportation recommendations the recommendation to evaluate the potential to convert Broom Street to a two-way traffic flow, and to consider eliminating the 30-foot setback.

Along the nine block Broom Street corridor, the right-of-way varies from 66-feet for seven of the blocks to between 72-feet and 82-feet for the blocks between Doty Street and John Nolen Drive. The 30-foot setback, or right-of-way reservation, would result in the potential for a 96-foot wide right-of-way. While almost all of the new redevelopment that has occurred since the 1970s has setback 30-feet from the Broom Street right-of-way, several buildings along the corridor are currently within the 30-foot setback.

The future of the Broom Street setback has been discussed as part of the review of the Alexander Company's General Development Plan for Block 51 (the Meriter properties). City Traffic Engineering staff have presented alternative right-of-way cross-sections showing the potential use of a right-of-way ranging from 66-feet to 96-feet in width. The Bassett Neighborhood, which has discussed this issue on several occasions, is continuing to work on this issue and has indicated a strong desire to address the setback for the entire Broom Street corridor rather than allowing the decision on the rezoning for one block to dictate the setback along the remaining eight blocks.

WHEREAS the current right-of-way for most of Broom Street is 66-feet in width and the City has historically attempted to preserve a 30-foot setback along the northeast side adjacent to the right-of-way as part of redevelopment projects; and

WHEREAS the Alexander Company has submitted plans to develop a portion of this setback area for 22 loft units to be located approximately 12 or 13-feet from the existing right-of-way; and

WHEREAS the City Traffic Engineer has evaluated the potential use of the existing 66-foot right-of-way and alternative 81-foot, 88-foot and 96-foot rights-of-way to meet future transportation needs along the corridor; and

WHEREAS there are currently no transportation plans which call for the expansion of Broom Street or for the use of the 30-foot setback area, nor is there a current projected need to use the entire 30-foot setback for right-of-way purposes; and

WHEREAS the primary interest in maintaining some or all of the existing 30-foot setback appears to relate more to preserving opportunities to enhance the existing streetscape, provide landscaping, and provide adequate space for alternative modes of transportation, rather than to expand the street to accommodate four lanes of vehicular traffic moving in both directions; and

WHEREAS based on the alternatives presented by the Traffic Engineer for the development of an 81-foot wide Broom Street corridor, it appears that the aesthetic objectives for the corridor and future transportation needs can be accomplished in a right-of-way of approximately 80-feet; and

WHEREAS the Broom Street setback and the number of units the Alexander Company is able to achieve along Broom Street is directly related to the financial feasibility of the redevelopment project for this entire city block, the applicant's request for Tax Incremental Financing assistance, and the ability to comply with the City's Inclusionary Zoning Ordinance; and

WHEREAS a right-of-way of approximately 80-feet (a 13 to 15-foot setback), would also allow the block-wide redevelopment plans for the Meriter properties (Block 51) to move forward.

NOW THEREFORE BE IT RESOLVED that the Common Council hereby establishes as official City policy, the need to provide a 13 to 15-foot setback along the northeast side of Broom Street from West Wilson Street through State Street to accommodate streetscape, landscaping and future transportation needs.

BE IT FURTHER RESOLVED that the Common Council directs City Engineering to prepare an official map ordinance to map the future Broom Street right-of-way between Wilson Street and State Street at 79 to 81-feet.

Fiscal Note

The adoption of the resolution requires no expenditure of funds.



City of Madison
BOARD OF PUBLIC WORKS
 Legislative File ID **02190**

original
 version
 print

Type: **Resolution** Status: **Items Referred**
 Title: **Providing for a change on the Official Map of the City of Madison, which will add a proposed public street reservation for the widening of North and South Broom Street on platted lands, located in part of the Northeast 1/4 of Section 23, Town 07 North, Range 09 East, City of Madison, Dane County, Wisconsin. 4th Ald. Dist.**
 Introduced: **10/11/2005** Version: **1**
 Final Action: Contact: **Larry D. Nelson**
 Enactment Date: EnactmentNumber:
 Name: **Providing for a change on the Official Map of the City of Madison, which will add a proposed public street reservation for the widening of North and South Broom Street**
 Requester: **BOARD OF PUBLIC WORKS**
 Sponsors: **Michael E. Verveer**
 Attachments: **Legislative File Text**
broom street reservation.pdf

Next Meeting: **11/7/2005 PLAN COMMISSION meeting at 5:30 PM in 210 Martin Luther King, Jr. Blvd. Room 201 (City-County Building), Agenda Item 2.**

Legislative History

Date	Acting Body	Action Taken	Motion
10/11/2005	Engineering Division	Fiscal Note Required / Approval to the Comptroller's Office/Approval Group Completed on 10/11/2005	
10/11/2005	Comptroller's Office/Approval Group	Approved Fiscal Note By The Comptroller's Office to the BOARD OF PUBLIC WORKS Completed on 10/11/2005	
10/11/2005	Engineering Division	Refer for Introduction	
		<i>Notes: Board of Public Works, Plan Commission, Ped-Bike Motor Vehicle Commission, Long Range Transportation Planning Commission. Common Council Public Hearing & Adoption 11/29/05.</i>	
10/18/2005	COMMON COUNCIL	Refer For Public Hearing to the BOARD OF PUBLIC WORKS due on 11/29/2005.	
		<i>Notes: Additional Referral(s): Plan Commission, Ped Bike Motor Vehicle Commission, Long Range Transportation Planning Commission. Due back at the 11/29/05 Common Council Meeting for Public Hearing.</i>	
10/18/2005	BOARD OF PUBLIC WORKS	Refer to the PLAN COMMISSION due on 11/29/2005.	
10/18/2005	BOARD OF PUBLIC WORKS	Refer to the PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION due on 11/29/2005.	
10/18/2005	BOARD OF PUBLIC WORKS	Refer to the LONG RANGE TRANSPORTATION PLANNING COMMISSION due on 11/29/2005. Completed on 10/20/2005	
10/20/2005	LONG RANGE TRANSPORTATION PLANNING COMMISSION	Return to Lead with the Recommendation for Approval	Pass
10/25/2005	PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION	Refer to the PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION	
		<i>Notes: Item referred to its next meeting.</i>	

Last Updated On: 11/2/2005 8:59:40 AM

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City of Madison
Legislative File Number 02190 (version 1)

Title

Providing for a change on the Official Map of the City of Madison, which will add a proposed public street reservation for the widening of North and South Broom Street on platted lands, located in part of the Northeast 1/4 of Section 23, Town 07 North, Range 09 East, City of Madison, Dane County, Wisconsin. 4th Ald. Dist.

Body

PREAMBLE

WHEREAS, on August 2, 2005, the City of Madison Common Council adopted a SUBSTITUTE RESOLUTION - (RES-05-00683) Establishing a setback along the Broom Street corridor and directing staff to prepare the necessary documents to officially map the corridor.

WHEREAS, As set forth in Sec. 62.23(6) Wis. Stats., the City of Madison established and maintains an Official Map ; and

WHEREAS, Chapter 16.24 of the Madison General Ordinances ("MGO") states:

It is the intent of the Common Council to establish an official map for the purpose of conserving and promoting the public health, safety, convenience, economy, orderliness and general welfare of the community; to further the orderly layout in the use of land; to stabilize the location of real property boundary lines; to insure proper legal description and proper monumenting of land; to facilitate adequate provision for transportation, parks, playgrounds and storm water drainage; and to facilitate the further subdivision of larger tracts into smaller parcels of land.

WHEREAS, 16.24(6)(c) "MGO" and 62.23(6)(c) requires a Class 2 notice (two insertions) of public hearing under 985.07 Wis. Stats. in the official City newspaper together with a mailing notice of public hearing to owners of record of property in whole or part situated within two-hundred (200) feet of the boundaries of the properties affected by said Official Map Change;

NOTE: North Broom Street from West Washington Avenue to West Dayton Street has been previously widened 30 feet on the northeasterly side for a resultant right-of-way width of 96 feet.

NOW THEREFORE BE IT RESOLVED, the City of Madison amends the City of Madison Official Map described as follows and as mapped on attached Exhibit A as part of this resolution:

The existing platted 66 feet right-of-way for North and South Broom Street, from West Wilson Street to State Street is to be widened on the northeast side only, and therefore reserves the southwest 13.0 feet of the following:

LEGAL DESCRIPTION OF LAND AREA CONTAINING RESERVATION:

The southwest 13.0 feet of:

Lots 1 and 18, Block 49, Madison Original Plat

Lots 1 and 18, Block 50, Madison Original Plat
The southeast 74.01 feet of Lot 18, Block 51, Madison Original Plat
Lots 1 and 14, Block 55, Madison Original Plat
Lot 1, Block 56, Madison Original Plat
Lot 1, Certified Survey Map No. 11143
Lots 1 and 3, Certified Survey Map No. 10719

All located in part of the Southeast 1/4 of Section 29, Town 07 North, Range 09 East, City of Madison, Dane County, Wisconsin, as shown on Exhibit A (attached).

Fiscal Note

No City Funds required

OFFICIAL MAP CHANGE

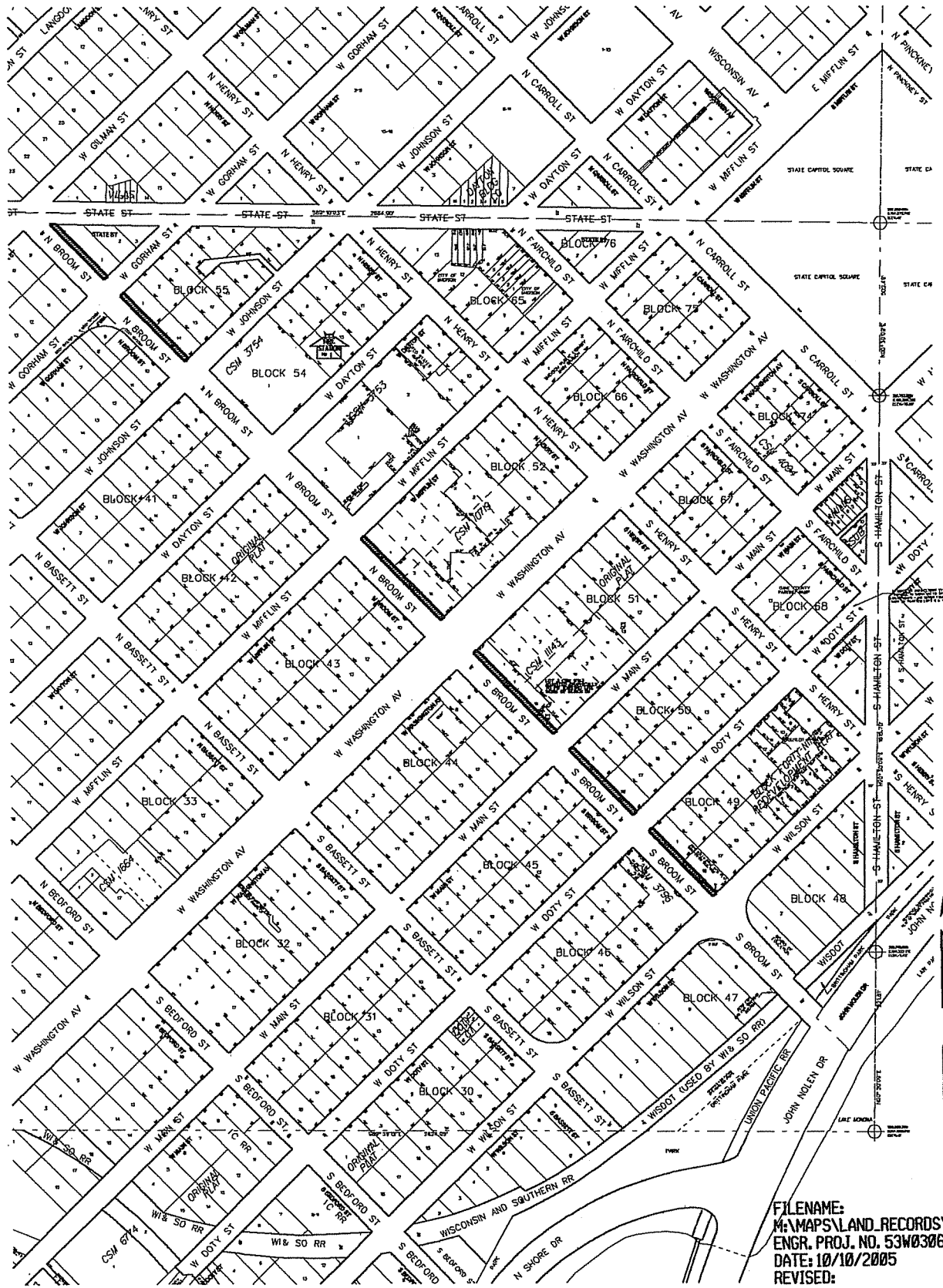
EXHIBIT A

BROOM STREET RESERVATION

DEPARTMENT OF PUBLIC WORKS
CITY ENGINEERING DIVISION
MADISON, WISCONSIN



13' BROOM STREET
RIGHT-OF-WAY
RESERVATION (TYP)



FILENAME:
M:\MAPS\LAND RECORDS\ENGR\MISC\ 53W0306\
ENGR. PROJ. NO. 53W0306
DATE: 10/10/2005
REVISED:

14

**Capitol West Steering Committee, Bassett District
Broom Street Lofts SIP
Background and Recommendations to the Urban Design Commission
11/15/05**

Background:

The Bassett District steering committee for the Capitol West condominium development has met with the Alexander Company's representatives on six separate occasions to discuss the Broom Street Lofts component of Phase I of the project. A neighborhood forum was also held on 9/26/05 to solicit input from the broader community.

At the outset of our discussions both parties stated that they hoped to achieve consensus on the design of the Lofts, so that a unanimous recommendation could be made to the Urban Design Commission, the Plan Commission, and ultimately the Common Council.

It was clear early on that the design proposed by the Alexander Co. posed two major challenges to reaching consensus with the neighborhood: the height of the building, and the existence of balconies projecting into the right-of-way on Washington Ave. and into the 13-foot setback on Broom St.

The initial design presented for the steering committee's consideration included a four-story building plus fifth-story mezzanine, of contemporary design, housing 22 condominium units (the SIP now calls for 23 units). Steering committee members expressed concern about the height of this building in relation to the two- to three-story homes across Broom St., despite the developer's assertion that it was intended to be a transition element from the taller buildings on Block 51. Some members also felt that the urban contemporary design was not compatible with the Victorian-style residences on the opposite side of Broom, and the developer attempted to address this issue from a materials standpoint.

More problematic, however, was the issue of balcony encroachment. The neighborhood had just gone through a grueling public debate over the Broom St. setback which reduced from 30 feet to 13 feet the space set aside for future city needs, including possible transportation improvements. The neighborhood, along with the city's Traffic Engineering Department, had advocated for a wider setback but the Common Council ultimately decided to map the setback at 13 feet. Steering committee members felt that the developer should respect the 13-foot setback, and not set a precedent for future developments on Broom St. by having balconies project 4 feet into the setback.

As discussions with the developer progressed and the areas of disagreement became clear, the steering committee decided to offer a good faith compromise

to the developer. The neighborhood would accept the 5th floor mezzanine in return for no balconies projecting into the West Washington Ave. right-of-way or the Broom St. setback.

The Alexander Co. responded that this compromise offer was not acceptable because overall they deemed the balconies more important than the mezzanine. They offered another compromise in which they would eliminate the mezzanine, pull back the balconies to the property line on the West Washington Ave. side, and pull back two out of the five stacks of balconies on the Broom St. side to the 13-foot setback line. This left three stacks (floors two through four) of balconies projecting 4 feet into the setback.

Recommendation:

The committee feels that, from a design perspective, the balconies do add visual interest to the façade. If there were no setback encroachment, they would not be controversial. Although the committee and the neighborhood would prefer that there be no balcony encroachments on Broom St., in the interests of compromise we recommend that the Commission approve Alexander's request for initial SIP approval for the Broom Street Lofts, with three conditions:

- 1) The 5th floor mezzanine will be eliminated
- 2) The West Washington Ave. balconies will not extend across the property line
- 3) Two balcony stacks (the 01 and 04 units) on the Broom St. side will be pulled back to the 13-foot setback line.

The Alexander Co. has agreed that these conditions will be included in its request for final UDC approval.

I wish to thank the Capitol West Steering Committee members (Lee Brown, Dory Christensen, Jonathan Cooper, Peggy LeMahieu, Mike May and Pete Ostlind) who volunteered countless hours to this approval process. It was not an easy task and their dedication is much appreciated by the Bassett District.

Stefanie Moritz, Chair
Capitol West Steering Committee
Bassett District
Capitol Neighborhoods, Inc.

DRAFT**Broom St. Lofts/Capitol West Steering Committee
Minutes of 11/08/05 meeting held at Meriter Main Gate**

Committee members present: Stefanie Moritz (chair & minutes), Jonathan Cooper, Mike May, Lee Brown

Alexander Company: Tom Miller, Bill White

Alder: Mike Verveer

Other neighborhood residents present: Rosemary Lee

Committee members met in closed session from 6 to 7 p.m. to discuss the Broom St. Lofts SIP documents and prepare questions for the developer.

At 7 p.m. the committee was joined by the representatives of the Alexander Company. Lee Brown was not able to remain for this part of the meeting.

Draft minutes of the October 26th meeting were distributed and approved with one correction from Tom Miller.

The meeting opened with a discussion of the major "sticking point" between the neighborhood and the developer: the encroachment of balconies into the Broom St. setback. Tom stated that the city's residential zoning allows for certain types of encroachment "exceptions", including balconies, and that is Alexander's rationale for having the 4-foot encroachment. They do not view it as a precedent-setting feature of the design. Mike responded that he could accept an encroachment for an existing building or a historic building, such as the Loraine, but that he did not understand why there had to be an exception for new construction such as the Lofts.

A discussion of Alexander's SIP submittal, dated 10/26, followed. Tom pointed out that the increase in the number of units in the 309 W. Washington building from 112 to 114 was considered a "minor alteration" and therefore subject to a separate city review process. Stefanie asked why the documents did not indicate a change from the GDP-approved 22 units for the Lofts. Tom said that the SIP allows the flexibility to go from 22 to the current 23 units.

Mike asked whether the increase in the total number of Phase I units resulted in a corresponding increase in the number of parking spaces. Tom said that he would provide further information documenting that enough parking spaces will be provided.

Tom was asked for more information on the landscape feature shown on drawing C102. He said it had not yet been designed but that it might be a raised bed of some sort. It would not include any signage or lighting.

Stefanie raised the issue of the loading/unloading zone shown on C102 and asked how many parking spaces would be lost if this were approved. Tom indicated that the length of the zone would be 35 feet, resulting in a loss of 2 parking spaces. Jonathan inquired whether Alexander would be open to a compromise of only 1 dedicated space for passenger unloading, with the possibility of hooded meters in case more long-term loading/unloading were needed. Tom said that he might be open to this if the committee were willing to compromise on the balconies issue. He said that he wanted to avoid the problem of delivery vehicles double-parking on Broom Street. It was agreed that city staff would likely weigh in and decide this issue.

Tom was asked about the proposed north trash receptacles shown in C102. There are code issues but he does not feel that they are insurmountable. The stairwell will have sprinklers.

The committee reviewed the grading plan shown on C103. Tom explained that not every unit will be handicap-accessible because units 101, 103 and 105 will have steps. It is not required that every unit be ADA-compliant.

Drawing C104 shows sanitary sewers that may not be active. The developer will have to excavate and may have to encase them to protect from settlement of the building. Storm drainage will be directed out to W. Washington Ave.

It was noted that the landscape plan (C105) includes similar plant types to the rest of Phase I, chosen for their hardiness and low water requirements. The committee feels that the landscape firm, JJR, has the expertise to ensure good quality landscaping. Mike wanted to confirm that there will be an adequate budget for the watering and maintenance of landscaping since there will be no automatic sprinkler system. Tom said that they are still working on the condo documents but there will be a line item sufficient to maintain the landscaping as well as building exterior maintenance.

Tom explained the site lighting that would be provided, including three different types of light fixtures. Committee members pointed out that the bollards located in the Broom St. landscape beds may prove to be targets for vandalism since they are located close to the sidewalk. Stefanie asked whether porch lights would be provided, as a security feature, for first floor units. Tom will confirm the type of lights provided for all first-floor entry doors.

Tom was asked whether the wood frame balconies shown on drawing A1.1 would allow for grills. He said that there should be no problem since Alexander is planning sprinklers for the balconies, which will meet Fire Code requirements.

Tom confirmed the locations of the inclusionary zoning units: a 1-bedroom unit (108) and a 2-bedroom unit (106). The size of the 1-bedroom unit has been increased from 476 to 500 square feet to meet the city's IZ ordinance requirement.

Fireplaces will be optional for 1-bedroom units but standard for 2-bedroom units. The inclusionary zoning units will not have fireplaces.

Tom stated that Alexander intends to re-file its SIP application on November 9th in order to be on the Urban Design Commission agenda on November 16th. There will be only minor changes in the application. There was further discussion regarding the issue of the balconies. Tom indicated that the W. Washington Ave. balconies would not project into the right-of-way, but that Alexander still intended to have some balconies project into the Broom St. setback. Mike Verveer pointed out that at the November 2nd UDC meeting, one of the commissioners had asked city staff to investigate the balcony encroachment issue and report back to the Commission its finding. The staff's recommendation, when known, will be considered by the steering committee before reaching a final decision on a compromise regarding the balconies. Tom indicated that Alexander's compromise offer is still "on the table". Steering committee members will bring up the issue at the next Bassett District meeting on November 14th.

No further meetings are scheduled at this time.

The meeting was adjourned at 9 p.m.